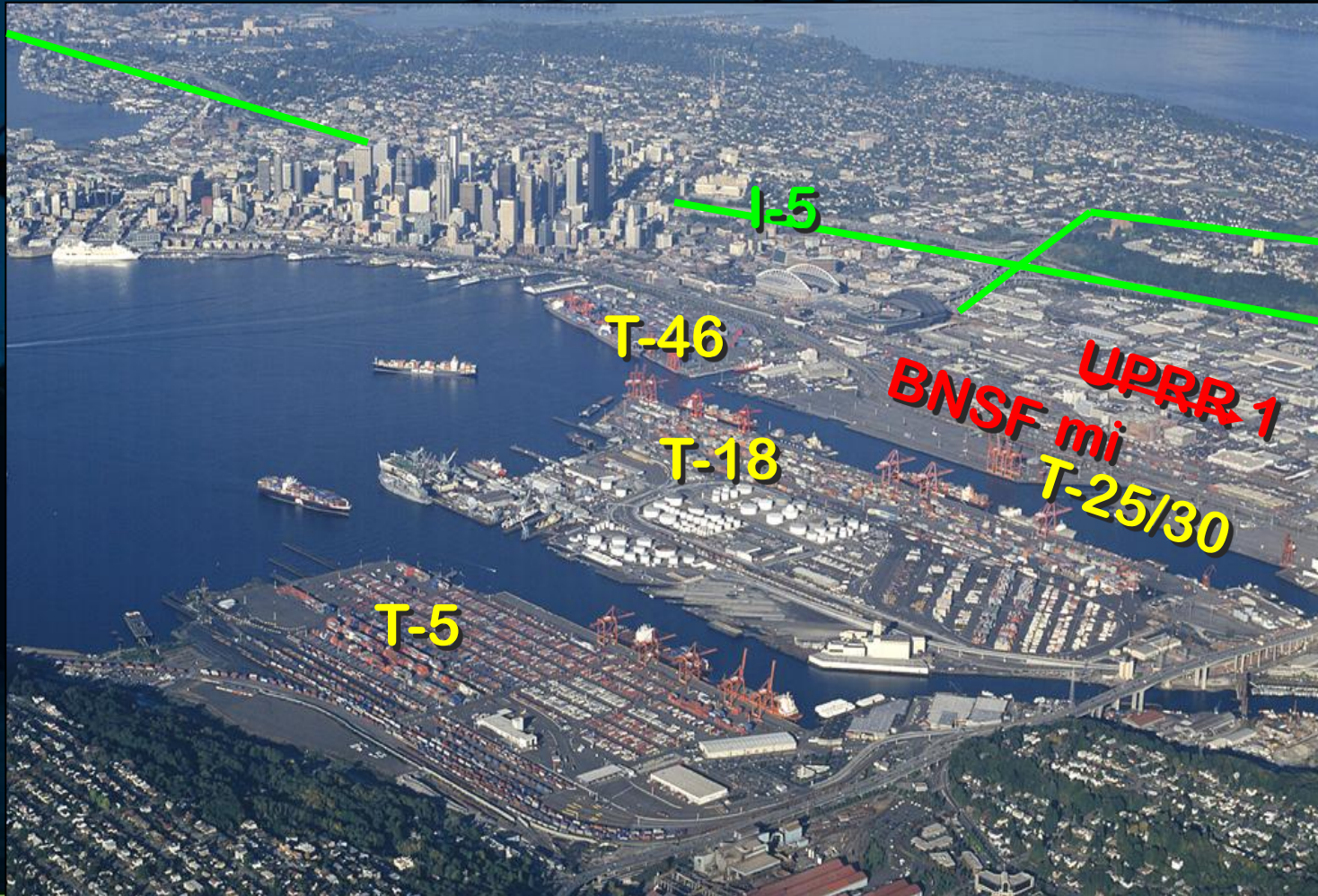




New Container Port Element for the Comprehensive Plan

June 21, 2011

Port Container Marine Activities



Overview of Task

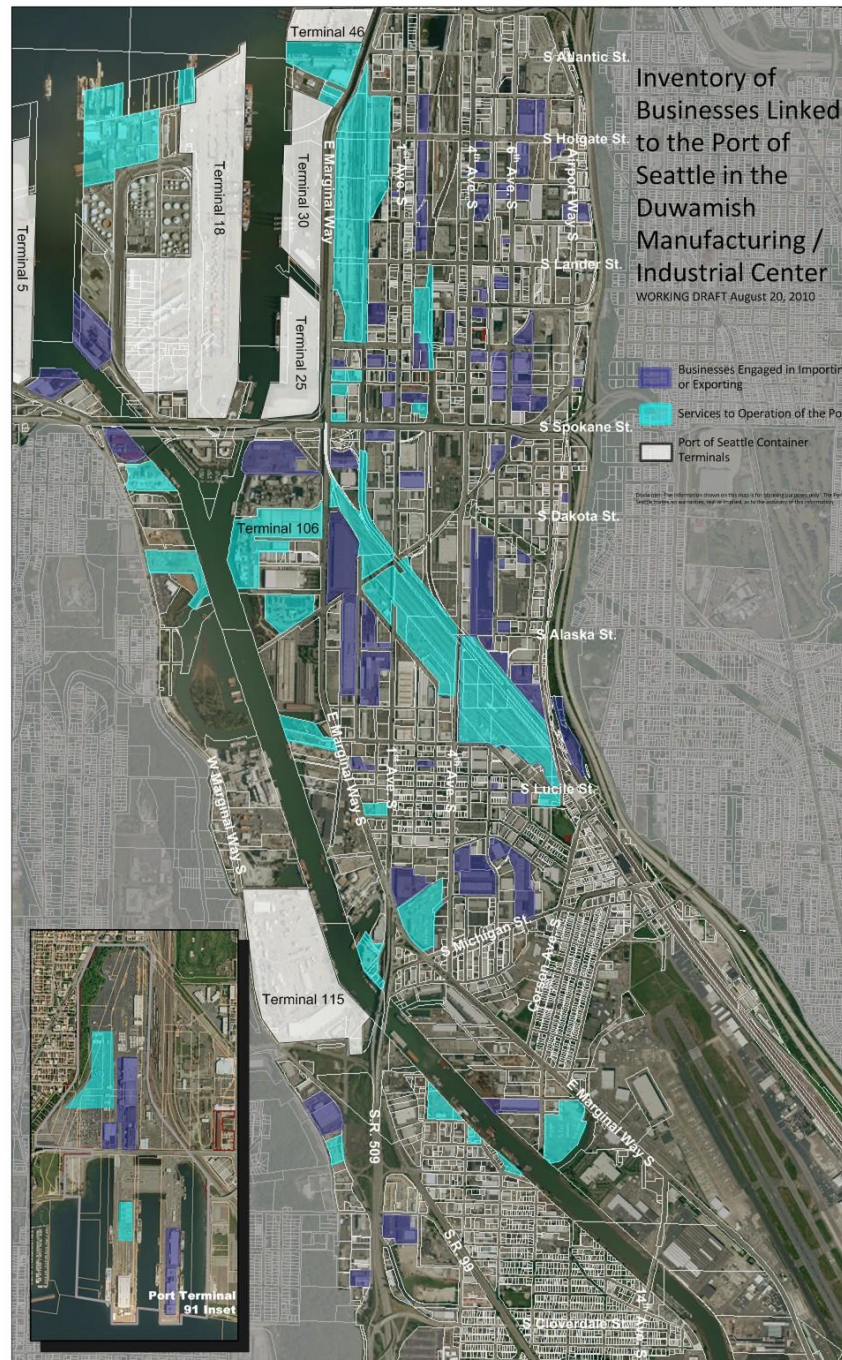
- New Comp Plan Element for Container Ports
- Based on Governors Task Force and legislative mandate
- Coordinated with City of Seattle and Port of Seattle

Governors Task Force / Legislation

- Gov Gregoire establishes Container Ports and Land Use Work Group (2006)
- Findings and Recommendations (January 2009)
- Members of Work Group: Ports of Seattle, Tacoma; Wash Public Ports Ass'n; Governors Executive Policy Office; Ass'n Wash Cities; City of Seattle; WSDOT

Value of Port Activities

- Ports of Seattle and Tacoma are the 3rd largest container load center in America
- \$70 billion of goods to/from international markets annually
- 148,500 jobs from two Ports with an average wage of \$47,000
- \$212 million in state and local taxes and \$405 federal taxes generated by Ports of Seattle and Tacoma each year



Task Force Recommendations

- Prepare Marine Container Element in City Comp Plans
- Key Freight Corridors are identified in local plans & State transportation plan; priority funding; corridors are of statewide significance
- Draft Legislation (ESHB 1959, 2009 session) - Amends GMA (RCW 36.70A) and State Transportation Planning (RCW 47.06)

Container Port Element in Comprehensive Plan

- Establish policies and programs to define and protect core areas for Port uses
- Provide efficient access to core areas through freight corridors
- Resolve key land use conflicts and mitigate incompatible uses
- Consistency with Comp Plan (economic, land use, transportation elements)
- Consistency with Port Comprehensive Scheme

Stakeholder Feedback (Outreach to Date)

- Need for roadway design standards suited to trucks
- Support for the new Seattle Freight Advisory Board
- Address the pressures for “highest and best use” for SoDo real estate.
- Address the assets of railheads near container terminals
- Support is needed for vocational programs for Port-related jobs.

Land Use Policies

- Reinforcing the policy supporting industrial zoning at port terminals and associated railheads (MCT-LU1)
- Protect the supply of industrial land near Port terminals (MCT-LU2)
- Identify and address land uses incompatible with port terminals and support facilities (MCT-LU3)

Transportation Policies

- Continue to identify and address obstacles to trucks accessing port terminals (MCT-T1)
- Reinforcing that trucks are the major priority mode on designated “Major Truck Streets” (MCT-T4)
- Underscoring the importance of the funding system for freight network enhancements (MCT-T7)

Port of Seattle Container Marine Activities



Questions and Issues

- What are the most critical problems with incompatible land uses near Port operations?
- Are there mobility issues in key freight corridors that limit connectivity for the Port and Port suppliers?
- How can the City improve the state of “last mile” connections and protect transportation access?

The background of the slide is a dark blue image. On the left, the bow of a large ship is visible. In the center, there are industrial cranes or gantries. On the right, several silhouettes of people are walking, suggesting a busy port or transit area. The overall tone is professional and industrial.

Thank you!

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